

THE GULLWING

OFFICIAL VOICE OF THE DeLOREAN MOTORCAR CLUB OF NORTHERN CALIFORNIA

Summer 1985

Volume No. 4, Issue 2

PRESIDENT'S MESSAGE

by Steve Gross

Hope everyone is doing fine and ready for the summer months. We have had a slow beginning but are going into our summer mode of action. I hope all of you are going to participate in the events — they really are fun!

Speaking of fun, we had our first event at Bogies in San Mateo to celebrate St. Patrick's Day. This was my first function as your president in being, so I am always kept up to date and am aware of all the details concerning each event.

Yoli and I are very conscientious and try to get to all events on time. We figured that since the party was to start at 6:00 p.m. we would get there an hour early to set out our products, guest book, and personally greet everyone at the door since this was my first function as president.

We walked through the door at Bogies and were greeted with looks of amazement wondering who are these two people with black hats, stainless steel plate holders and coveralls. Not a word was spoken, just fingers and hands pointing towards the stairs leading to the basement. We went into the darkness hoping to see someone that we knew — all we found was a boy who "no comprendez." We mentioned the name Daly and he seemed to nod "si" so we felt this must

be the place. We asked for a double vodka martini and got no response. He did raise a bottle of wine so we raised a glass and pointed — he poured.

Now 5:30 and still no action. We pointed to a bottle of wine and the boy poured more. As we were enjoying our wine two more non-english speaking boys came down and started setting the tables.

Yoli now thinks we must be at the wrong Bogies. It is now 6:30 and still no sign of anyone. I tell Yoli that we will have one more glass of wine then try and find our way out and go have a quiet dinner together.

7:00 p.m. on our way to the staircase we hear some voices and all of a sudden a flood of legs on the staircase — people speaking English and laughing, Yoli and myself half blitzed. They had neglected to tell us of a cocktail party at Gene's office to start the evening off.

Fifty-four members turned out for the dinner (which was a good turnout and a good time), but the food left a lot to be desired.

This night proved one thing to me (How important the President is!). See all of you at our next event. If we are not there check the basement at Bogie's.

We have some great events coming up; make your reservations early since some of them are limited to small groups.

DELTA WEEKEND CRUISE September 27th, 28th, 29th

Meet at Yoli and Steve's the morning of the 27th and board our boat for a trip up the Delta waterways to the Jazz Festival in Stockton where we have a sumptuous six course dinner and stay overnight in a hotel. This trip is limited to 15 couples with a cost of \$250 per couple for the complete weekend. Hotel and dinner are available for \$125 per couple, or dinner only for \$65 per couple. We must make all reservations now, so please RSVP as soon as possible to:

Steve Gross, 350 Discovery Bay Blvd.
Byron, California 94514 (415) 634-5358

TECH TALK

Nat Gold

UPDATE ON OVERHEATING PROBLEM

In a previous column I suggested replacing the cooling fan circuit breaker to cure an overheating problem caused by the fans cycling on and off when the engine is hot and the fans should be running continuously. A new circuit breaker helped, but I found that the fans still occasionally cycled off when they shouldn't have.

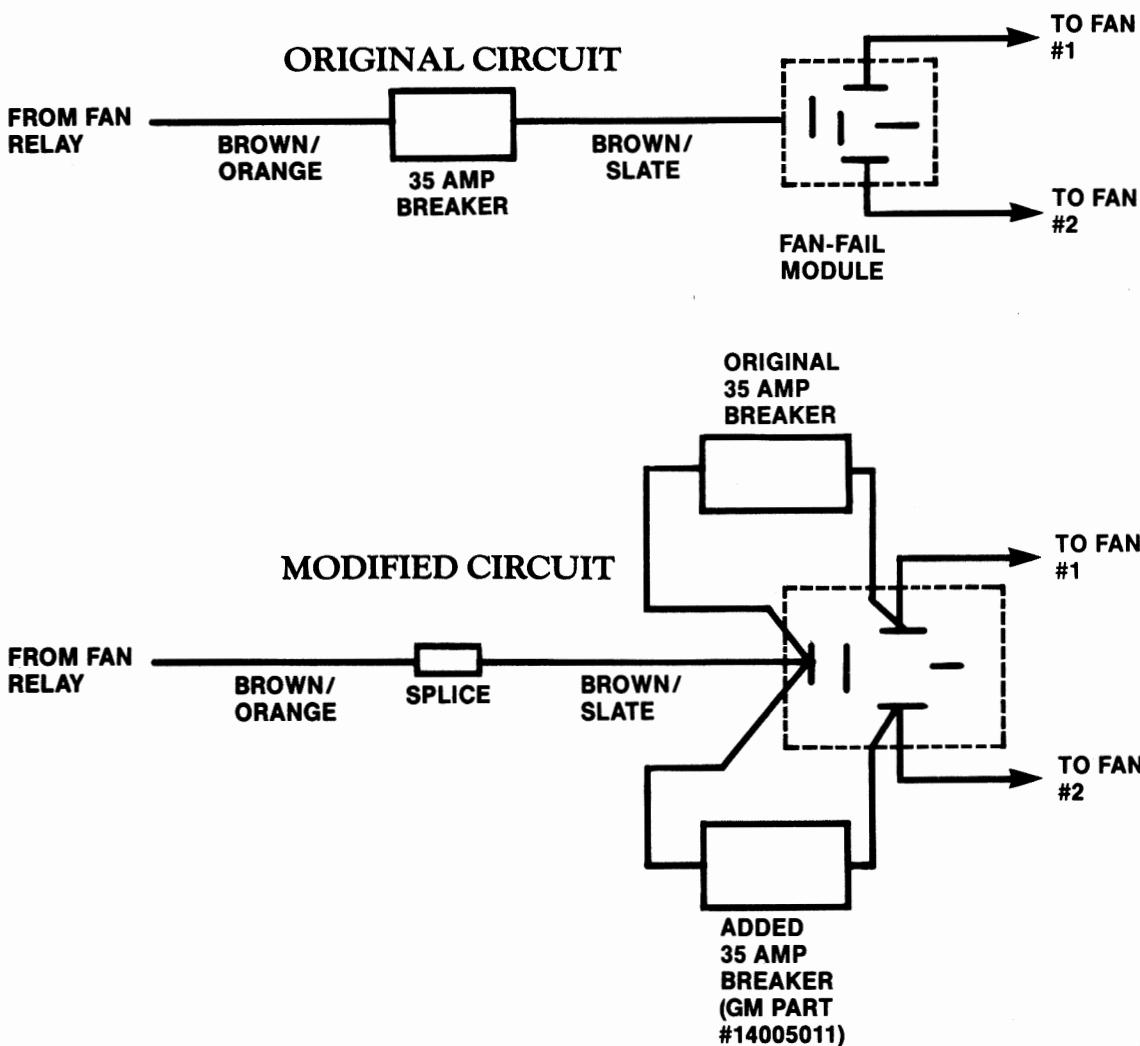
Further investigation turned up a design error in the fan circuit. The normal current used by the two fans is 30 amps. The circuit breaker is only rated at 35 amps. Circuits are usually fused for about 50% higher than the expected current. At high temperatures the fan motors use more current and the circuit breaker trips at a lower current, shutting off the fans when they are most needed.

The circuit modification shown below cured the problem in my DeLorean. I used a separate breaker for each fan instead of one breaker for both. The fan-fail module is no longer used, but this is no great loss. (When the fan-fail light

stays on, it's usually because the fan-fail module is defective, not a failed fan.) An additional advantage of the modification is that if one fan goes bad and trips its circuit breaker, the other fan will still operate.

Since this is a high-current circuit, don't use any wires smaller than number 12 for the modification. Crimp-on connectors should be the large wire size type (yellow insulator). The stiff wires had a tendency to pull the spade connectors out of the fan-fail module socket in my car, so I used some silicone rubber to hold them in place.

NOTE: With this modification it is possible to get a fault condition in the fans that will overload the wiring without tripping the circuit breakers. (A complete short will still trip the breakers.) If you can find some 25 amp circuit breakers, that would be better than the 35 amp breakers that I used, but the possibility of an overload would still exist. In my case, I decided that a small risk of overloaded wiring was safer than a large risk of engine damage due to overheating.



Fan-fail module removed and new breaker wiring plugged into fan-fail module socket using spade connectors.

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FILOLI ESTATE TOUR & PICNIC — June 22nd

by Gene Daly

The Filoli Estate is nestled in the foothills above the Peninsula between Woodside and Redwood City. It has received recent attention as the home on film of Blake Carrington on the Dynasty series. It was because of filming that our date had to be changed. In fact, it was rumored that Linda Evans stormed off the set when told she would not get a chance to ride in Wayne Graham's DeLorean. Wayne came to the rescue and mailed her a 4x8 photo of himself in front of all his cars. (What a guy!)

If there is ever a true definition of a mansion, Filoli would be a leader because it displays both a magnificent display of craftsmanship along with world famous formal gardens.

The film "Heaven Can Wait" with Warren Beattie was also filmed there.

The extensive personal tour of the first floor and gardens takes two hours and will start promptly at 10:30 a.m. If you are late you might miss the tour because they are tightly scheduled.

No smoking, babies or children under 12 allowed.

I have personally been on this tour and urge you to mark it on your calendar. The tour will be followed by a no host

picnic in a secret setting. Prizes will be awarded for various picnic categories such as: Most Elegant Setting, Most Romantic Setting and others to be announced when we receive your reservation form and check for \$6.00 per person. At that time you will receive your map and other details. Deadline for reservations for this is MAY 22nd.

Please send reservations to: ANDY HASS, 160 Sansome Street, 7th Floor, San Francisco, CA 94104.

DeLOREAN FUND RAISING

*Reprint from Advertising Age,
February 28, 1985*

LOS ANGELES — John DeLorean's effort to raise money through newspaper ads to pay for his successful defense of drug trafficking charges (AA, Nov. 12) apparently is being discontinued because of poor response. A page ad in the Los Angeles Herald Examiner brought only a few thousand dollars in contributions. Cozad/Benskin & Associates, Encino, California, placed the ad.

EDITOR'S COMMENTS

by GiGi Gillson

Chuck Burd has submitted a sketch for a new DMCNC logo design and would like to have some response from the general membership whether to accept it or not. Any suggestions or comments should be directed to President Steve Gross.

As you all know there are fewer events this year with a concentrated effort to have variations from "the same old thing." Please respond as soon as possible for the events you are interested in attending as there is limited space and you don't want to be left out.

A special "Get Well" to Ed Fizze-Tower from all of the Club membership. Hope to see you and Judy soon at upcoming events.



INSIGHTS INTO THE DeLOREAN CAR

(This is a reprint of a news release from the DeLorean Motor Company in Ireland.)

**"We could tolerate no mistakes.
We wanted no first timers."**

The choice of suppliers was determined not by the common lowest-bid method, but instead relied on these three considerations:

- Enthusiasm for the project
- Engineering support
- Extensive product knowledge

The Car

The DeLorean automobile is a careful combination of various unique ingredients. Engineering, styling, and manufacturing skills have been garnered from the world over. The result is more than an ordinary motorcar, more than an assembly of common pieces. The judgement of the management is combined with the collective 25-century legacy of the diverse suppliers and the expertise of their 700,000 employees. Together they create an automotive whole that is greater than the mere sum of its individual pieces. Taken component by component the DeLorean, because it uses the very best pieces available, is impressive. Taken as a whole, formidable. Because the history and the heritage of the various suppliers might not be immediately apparent when presented with the overall quality of the finished product, the DeLorean Motor Company has created this essay to underline the unseen excellence of the firms behind the enterprise.

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Style — C'est L'homme

Ital Design — Giorgetto Giugiaro, founder of Ital Design, stunned the automotive styling world at the Turin Show in 1966 with his Maserati Ghibli. It established him as a first-rate stylist that many regard as the world's finest. Prior to 1966, Giugiaro worked for two other famous styling houses — Ghia and Bertone. In the years since 1966, many outstanding automobiles have been produced by Ital Design, and it is estimated that more than six million production cars owe their origin to Giugiaro. DMC commissioned Giugiaro to style the DeLorean.

In the world of automobiles a stylist is one who determines the shape, the proportion, the line, the aesthetics of the machine. It was only natural that DMC commission Giorgetto Giugiaro to turn John Z. DeLorean's luxury sports car concept into a work of automotive art. Giugiaro, the founder of **Ital Design**, is also known for his previous work with two other famous styling firms, Ghia and Bertone. Ital Design became famous when he presented his Maserati Ghibli at the Turin auto show in 1966. Other triumphs have followed, not the least of which is the DeLorean.

Giugiaro was one of the first proponents of the wedge shape. This shape as it finds its interpretation in the De Lorean is not only aesthetically pleasing, but aerodynamically efficient as well. Studies have shown that the resistance air provides is the greatest single impediment to motion at speeds above 35 mph. Form follows function here as the pleasing shape of the body contributes to the performance of the car.

ALL DeLOREAN DEALERS

February 19, 1982

The following is a statement released by DeLorean Motor Company on this date

The DeLorean Motor Company and the Northern Ireland Government today reached agreement in relation to the continued production of the DeLorean automobile at the Government's plant in Dunmurray, Northern Ireland. Secretary of State James Prior has expressed his and Her Majesty's Government's full support by approving this extremely advantageous reorganization plan proposed by Sir Kenneth Cork. This new foundation ensures the continuity of production, sales and service for the DeLorean car. The Government, by this action, has removed \$130,000,000 of primarily government debt from the company's balance sheet. Using this turning point agreement as a springboard the many DeLorean customers who have hesitated to conclude the purchase of their reserved automobile may do so now with complete confidence.

The DeLorean car has met with instant and enthusiastic public acceptance. In the first six months of sales, more than 3,000 cars were sold to retail customers. It took Mercedes Benz 5 years to reach this sales level in America, BMW 11 years, Porsche 13 years and Jaguar 17 years.

These sales were achieved during the worst domestic sales period in America in three decades. The DeLorean exhibits at the Los Angeles, Detroit, New York and Toronto automobile shows attracted enormous crowds, indeed greater than show organizers can remember for the launch of a new car.

The company made a profit of almost \$6 million in the quarter ended August 31 and an operating profit of about \$4 million in the last quarter.

Unfortunately, the sudden slowdown of sales in the U.S. to the lowest level in over 35 years, coupled with the most severe winter in 100 years and limited export finance facilities, forced the government's Belfast assembly plant into liquidity problems.

Today's restructuring of the Government's assembly plant in Northern Ireland is very similar to restructuring of Rolls Royce in 1973. The Government's elimination of \$130,000,000 of debt from DeLorean Motor Company's balance sheet is a powerful display of confidence and support by Secretary of State Prior and the Government of the United Kingdom. The American company, DeLorean Motor Company, is not in any way affected by this restructuring. We wish to express our thanks to Her Majesty's Government for this powerful support. We look forward to a long and successful relationship as our company continues to grow and prosper. Most of all we are pleased and thankful that the jobs at the Government's plant have been preserved.

The DeLorean is currently on sale at any one of 345 dealers across the country. At a manufacturer's suggested retail price of \$25,000 "We feel it offers not only a distinctively different choice at a time when all other cars are starting to look alike, but also a truly different experience in motoring, supported by a very strong and talented dealer

organization," DeLorean said.

End of statement...

Accordingly, please communicate this to all of your people immediately. We hope that now we can proceed with an orderly and aggressive sales effort in every DeLorean dealership across the country.

As a matter of information, we have withdrawn from the NADA Convention in favor of scheduling a series of dealer meetings across the country. These meetings will commence next week. You will be advised of the meeting schedule applicable to your area.

Best regards, C. R. Brown, President, DeLorean Motor Cars of America.

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Form and Function

BSC Stainless — is located in Sheffield, England, a town where steel was first made in the 17th century. BSC Stainless has its roots in the company in which Harry Brearley, the inventor of stainless, first realized the potential of the newly discovered material. BSC Stainless has recently invested \$260 million in a new plant complex that is the largest in Europe. BSC Stainless provides the outer skin of the DeLorean.

Every car needs a protective coating that offers a decorative attribute. Automobile bodies of conventional materials are usually coated with paint. The DeLorean, concerned with both form and function, uses the ultimate coating — stainless steel — in panels which cover the entire body. The decorative luster of the stainless panels is heightened by running a rotary wire brush across them after final assembly. The stainless steel made by BSC needs no maintenance to preserve its superior corrosion resistance.

Unseen Advantages

Vetrotex Saint-Gobain — Vetrotex is the fiber reinforcements division of Compagnie de Saint-Gobain which dates back to 1665 when Louis XIV signed its Lettres Patentes. Today Saint-Gobain is one of the hundred leading industrial groups in the world. It is a primary producer of insulation materials, especially fiberglass, as well as flat glass, pipe, roofing and other building materials, glass bottles and refractory products. Saint-Gobain has 147,000 people worldwide, 4,000 of them working for Vetrotex which makes the fiberglass for the DeLorean's underbody.

International Paint — Britain's International Paint is world renowned for specialized coatings. In 1981, International Paint received the Queen's Award for Technological Achievement for the development of a coating that keeps ship bottoms smooth, reducing drag and fuel consumption. International Paint supplies the cold-curing, low exotherm, polyester resin that holds the DeLorean together.

Amoco Chemicals Corp. — is part of Standard Oil of Indiana. Amoco supplies the basic raw material, isophthalic acid, that becomes the resin that holds the DeLorean's fiber-reinforced plastic underbody together.

Lotus — Colin Chapman started designing Lotus cars in 1952 in London. Most of the Lotus cars have been designed for various kinds of competition — from climbing muddy hills to Formula One and Indianapolis racing. In 1980, Mario Andretti won the World Championship in a Lotus. Imaginative solutions to design problems have typified this firm's work which is why it was invited to assist in detailing the DeLorean's suspension and steering.

Thyssen Maschinebau GmbH — Nothelfer started his business in 1920 as a maker of small dies for cold forming metal. The company later expanded into plastics making compression and injection molds. In 1975 it joined the Thyssen group and took on the design and manufacture of jigs and fixtures for the production-line use of its dies.

August Lapple GmbH & Co. — August Lapple has been engaged in toolmaking since 1919. It played a leading role in perfection of larger and more advanced tools for the production of automotive body components. Lapple branched out into the new field of mold-making for plastic industries parts in 1968. Molds for the upper and lower halves of the DeLorean body were made by Lapple.

Allgaier-Werke GmbH — George Allgaier established his machine shop in 1906. The company grew to be an important supplier to the German automobile industry, progressing from individual metal parts to complete assemblies. Allgaier is best known today as a specialist in pressing steel. For DeLorean, it supplies dies for the rear quarter panels.

BTR Permalloy Ltd. — is a diversified maker of rubber and plastic products that traces its origin to the nineteenth century and Thomas Hancock who did early work with vulcanization. The international enterprise counts Boeing and NASA among its customers. The pultruded reinforcement where the two DeLorean body halves are joined and the Permaglass edge moldings for the gull-wing doors are supplied by BTR Permalloy.

Miles Redfern Ltd. — has been a member of the BTR Group since 1971. With 1,000 employees in two plants, it is the United Kingdom's largest maker of sealing sockets for doors and windows. An unusual portion of the sealing business is covered by its Sorbo subsidiary whose Sorbo-skin is made into wet suits for skin divers.

Beneath the stainless veneer of the DeLorean is a substantial underbody of fiberglass-reinforced plastic. A material renowned for its imperviousness to corrosion, and for its superb strength-to-weight ratio. The strength is supplied by glass fibers, held to a desired shape by plastic resin. Continuous-filament glass fibers are manufactured by **Vetrotex Saint-Gobain** by drawing molten glass through small holes. Saint-Gobain has been working with glass fiber since the early part of this century, but didn't start industrial production of its until the early '50s. The result as it is used in the DeLorean is glass thread that is woven into cloth.

International Paint, using isophthalic acid from **Amoco Chemicals Corporation**, makes the resin that fixes the shape of the glass fibers. This isopolyester resin provides a remarkable combination of desirable properties. The car itself requires the resin's strength, close tolerances, and resistance to thermal and dynamic loads. The manufacturing process benefits from the quick curing time of the resin, about an hour instead of the usual eight.

The fiberglass-reinforced plastic body that becomes the DeLorean starts life as two 44-square-foot upper and lower halves. To make these halves fiberglass cloth is laid into molds, then resin is injected with the assistance of computer controls. The process used is known as the VARI method, short for vacuum-assisted resin injection. It was pioneered by **Lotus**, the company famous for its racing successes notably in the high technology world of Formula One racing. In contrast with the more usual hand application of the resin, the VARI process injects the resin precisely where it is needed.

The molds for the inner hood and the louvre that shades the rear window, the dies for the front fenders, and the dies and assembly fixtures for the outer hood were made by **Thyssen Maschinebau GmbH**. Molds for the upper and lower body panels were made by **August Lapple GmbH & Co.** Dies for all inner and outer rear quarter panels were supplied by **Allgaier-Werke GmbH**.

Before the two finished body halves are mated, a reinforcement along their edges is necessary. **BTR Permaloy** use the "pultrusion" process to make the necessary fiberglass-reinforced plastic part. This technique differs from the more common extrusion method because the part is pulled, not pushed, through the mold. The two body halves are then bonded together with Goodyear Pliogrip adhesive and oven cured for one and a half hours at 212° Fahrenheit (100° Centigrade).

The DeLorean Body Was Made For Yours

Schlegel Corporation — was founded a century ago in Rochester, New York. Its narrow fabrics trimmed the most fashionable horse-drawn carriages. When horsepower became mechanized, Schlegel supplied fabric trim for the first automobiles. After World War II, Schlegel's wire carrier for edge trim and door seals opened a growing market. New factories were built in England and Spain. Combination seals with rubber profiles were developed for doors and later for trunk lids and hoods. Schlegel has 3,500 employees in over 30 divisions and subsidiaries in

16 countries. Schlegel makes plastic and rubber extrusions, weaves and knits textiles, and molds urethane foam and rubber.

GTE Products Corp. — is part of General Telephone and Electronics Corporation, a company that is well known in the telecommunications industry. GTE Products manufactures telephone equipment and consumer products under the Sylvania brand name. Sylvania and predecessor companies have been manufacturing lighting products for more than 75 years. Sylvania was the first company to produce the halogen sealed-beam headlamps that are standard equipment on the DeLorean.

Harman International Industries — is an old American company that manufactures in Germany, France, and Puerto Rico. Harman was the first company to manufacture remote-controlled outside rearview mirrors, thermometer mirrors, and electrically operated mirrors. From Germany, Harman supplies the electric outside rearview mirrors that are on both of the DeLorean's doors.

Engineering only for maximum performance is engineering in a vacuum that lacks the human presence. The De Lorean body is also designed with the human body in mind. Ground-hugging sports cars are notoriously awkward to enter or exit. Not so with the DeLorean. The gull-wing doors are a perfect example of human engineering. Since the doors swing up almost 90 degrees, and tower above the roof there is nothing to impede entry. The low door sill, the unobstructed hatchway, the overhead space all are completely unexpected in a sports car that's only 45 inches tall.

The gull-wing door itself is a triumph of spaceage technology. It lifts effortlessly because of a nitrogen-cured torsion bar supplied by **Unbrako**. Unlike the more common torsion bars used in suspensions, the DeLorean torsion bar presented some unique design challenges. There's not much room in the roof of the car, particularly when half of it is cut away for passenger convenience. This means the torsion bar must be uncommonly strong. The torsion bar, located along top of each door at the hinge, is installed with the door in the open position. Closing the door loads the bar with the force that allows almost-effortless opening. Easy to open the door, simple to describe, but difficult to build. That's where Unbrako, a division of **SPS Technologies**, comes in. The short bars have to twist from a 12 o'clock to 3 o'clock position and back again each time the door is opened and closed. Special production techniques are required to build such a bar. First, the torsion bar is forged, centerless ground, stretched, then straightened. Next, a unique "cryotwist" processed developed by Grumman Aerospace is employed — the torsion bars are immersed in a bath of liquid nitrogen at minus 320 degrees Fahrenheit (-196°C). While in this subfrigid liquid, the bars are twisted through ten full revolutions to rearrange the grain structure. The final product can provide at least 50,000 open/closing cycles with no loss of strength.

Having solved this opening/closing problem, the DMC design team turned to **Schlegel** for a sealing solution. One of the problems associated with overhead doors — weather-strip sealing — is a natural area of concern for this American company. Schlegel is considered expert in the field, due in part to the long history with doorway openings, one that traces back a century to a less demanding time when it supplied fringe for surreys and other horse-drawn vehicles.

GTE Products Corporation, a division of General Telephone and Electronics, supplies the four halogen headlamps that illuminate the DeLorean's way. **Sylvania** and predecessor companies have been manufacturing lighting

implements for more than 75 years. Since Sylvania was the first company to produce a sealed-beam type of halogen lamp, it was a natural choice as a supplier. In its current form, the Sylvania halogen sealed beam is a model of efficiency and performance. It produces about twice the light output of a conventional headlight — up to 150,000 candlepower for the high beam — while using only 58% of the energy consumption, 35 watts versus 60.

As with the other supplies mentioned, **Harman International Industries** GmbH is credited with a number of firsts in its field including electrically-controlled rearview mirrors. From one of its factories in Germany, Harman provides the electrically-controlled outside rearview mirrors for both doors of the DeLorean.

INSIGHTS INTO THE DeLOREAN CAR to be continued in the next issue.

HAT PASTA SUPPER A GASTRONOMIC SUCCESS

by Ethel Daly

The members of the Club pride themselves on their ability to have a good time! "Good" was not the word for our event on Sunday, May 19th. "Memorable" is a much better description of the day. The Mazza's, Daly's, Grimmelman's, Schmedding's, Graham's, Gold's, Mendonca's, Fizzie-Tower's (complete with Judy's mother down from Oregon), and our illustrious Major Bill Leeds and gracious hostess Mary Beth ate themselves into frenzy! The event, originally planned as a brunch, changed to an early supper due to the small number of attendees. I am told that is because all the rest of the Club was running the "Bay to Breakers" that day!

We met around 4:30 p.m. to have cocktails while watching the cable cars go by. I recommend highly a visit to I. Fratelli's-North, 1896 Hyde Street on Russian Hill. The food which was delicious and plentiful was a real treat in Italian cuisine. We had two large tables and lots of wine, food and conversation. Ed Fizzie-Tower joined us in his first outing since his auto accident in March (it was not in the DeLorean). We all wish for his continued recovery. Barbara Mendonca had just gotten off the plane from England the night before and didn't know we were having supper instead of brunch due to her jet lag. John Mazza exhibited the ultimate in willpower. He is on a liquid diet and sat and watched us eat "the whole thing." The Graham's and Daly's went to the Hillsborough Concours d'Elegance earlier in the day. No DeLoreans in view. They may open a class next year for "endangered species" and we may qualify.

All in all, a great event, culminated by Major Leeds awarding Gene Daly with an Air Force flight suit and hat promoting Gene to the rank of General. The speeches between Leeds and Daly brought the house down (I've included one of them for your enjoyment). Dessert was a cake commemorating Gene's promotion which we all enjoyed.

I think it goes without saying how really terrific the members are and the fellowship and good times that truly make the Club a special organization. The time and effort of Bill and Mary Beth truly made this an outstanding event and we wished you all could have been there!

See you at Filoli for another great day.

LETTER TO MR. DALY

Perhaps you have heard of me and my nationwide campaign in the cause of temperance. Each year for the past 14 years, I have made a tour of California, Nevada, Washington, Idaho, and Oregon, and have delivered a series of lectures on the evils of drinking. On this tour, I have been accompanied by my friend, Clyde Lindstrom. Clyde, a man of good family and excellent background, is a pathetic example of life ruined by excessive indulgence in whiskey and women.

Clyde would appear with me at the lectures and sit on the platform, wheezing and staring at the audience through bleary, bloodshot eyes, sweating profusely, picking his nose, and making obscene gestures while I pointed him out as an example of what overindulgence can do to a person.

This autumn, however, Clyde died. A close friend has given me your name, and I wonder if you would be available to go with me on my tour for the 1985-1986 season.

Yours in faith

The Reverend W. R. LEEDS

MAIL BACK FORM

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Deadline: May 22nd, \$6.00 per person

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